

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, Yokohama, on SATURDAY, the 24th instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to all England, France, and Germany by all trans-Atlantic lines of Steamers as follows:—
First-class fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (on sea route) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked with address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, March 3, 1888. 352

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, MARSEILLES, GIBRALTAR,
BRINDISI, VENICE,
PLYMOUTH, AND LONDON:
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *GANGES*, Capt. E. Stewart, with Mr. May's Mails, will be despatched from this for LONDON, via BOMBAY and SUEZ CANAL, on THURSDAY, the 23rd March, at Daylight.

Cargo will be received on board until 4 p.m. on the day previous to sailing. Parcels and Special Goods (if any) at the Office until 2 p.m. on the day previous to sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed by Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are requested to sign and forward to the Company's Office a copy of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, March 19, 1888. 468

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 27th April, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

To Let.

COMMERCIAL SUITE OF OFFICES in the 1st House BUILDINGS.
Apply to
G. C. ANDERSON,
13, Praya Central,
Hongkong, March 22, 1888. 459

TO LET.
(Immediate Possession.)
HOUSE No. 1 'BALL'S COURT,' Bonham Road.
SHOP No. 6 'BEACONSFIELD ARCADE,' Queen's Road.
HOUSE No. 31 'WEST VILLA,' Pokfulam Road.
SHOP No. 24 'BANK BUILDINGS,' Queen's Road now occupied by Messrs KUNN & Co.

Apply to
BELLILIOS & Co.,
Hongkong, March 17, 1888. 447

TO BE LET.
UNFURNISHED WITH TENNIS COURT.
NO. 5, RICHMOND TERRACE, A FOUR ROOMED HOUSE, with Three Bath Rooms.
NO. 6, RICHMOND TERRACE, A SIX ROOMED HOUSE, with Three Bath Rooms.

A NEW STORY has just been added to the Servants' Quarters of both houses.
Apply to
JOHN WILLMOTT,
Hongkong Dispensary,
Hongkong, January 27, 1888. 142

TO BE LET.
(With Immediate Possession.)
TWO DESIRABLE RESIDENCES situated in Gaiuso Road, West end Terrace opposite to Rose Villas.
Apply to
No. 14, CAINE ROAD,
Hongkong, October 31, 1887. 2139

ROOMS in 'COLLEGE CHAMBERS,'
GODOWN in 'HOUSE LANE,' lately occupied by Messrs. BUTTERFIELD & SWINE, from the 1st May.
Apply to
DAVID SASSOON, SOYNS & Co.,
Hongkong, February 3, 1888. 504

FOR SALE.
T. L. B. MUM & Co.'s
CHAMPAGNE,
Quarts ... \$29 per Case of 1 doz.
Pints ... \$21 " " " 2 " "
Dukes Prose & de Gournon & Co.'s
BORDEAUX CHAMPAGNE
WHITE WINES.
Bastard's Celebrated 'Barley Brée'
WHISKY—\$74 per Case of 1 doz.
GIBB, LIVINGSTON & Co.,
Hongkong, July 18, 1884. 1187

Notice to Consignees.
NOTICE TO CONSIGNEES.
S.S. UPPINGHAM, FROM GLASGOW,
LIVERPOOL, PENANG AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and from the Wharves delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. To-day, the 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th instant, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents,
Hongkong, March 19, 1888. 468

NOTICE TO CONSIGNEES.
S.S. STRATHLEVEN, FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Underwriter for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Underwriter immediately or they will not be recognized.

ADAMSON, BELL & Co.,
Agents,
Hongkong, March 17, 1888. 415

STEAMSHIP OXUS.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London and Havre, ex S.S. *Oxus*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-day (Monday), the 19th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining unclaimed after SATURDAY, the 24th inst., at Noon, will be subject to rent and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before MONDAY, the 26th instant, or they will not be recognized.

No Fire Insurance has been effected.
G. de CHAMPEAUX,
Agent,
Hongkong, March 19, 1888. 461

TO-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship *Pokien*, Captain ROBERT, will be despatched for the above Ports on SUNDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRANK & Co.,
General Managers,
Hongkong, March 23, 1888. 402

FOR SHANGHAI.
The Steamship *Amoy*, Capt. R. KEMER, will be despatched for the above Port on TUESDAY, the 27th instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, March 23, 1888. 405

To-day's Advertisements.

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Hongkong, March 23, 1888. 402

FOR SHANGHAI.
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For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, March 23, 1888. 405

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
The Co.'s Steamship *Zafiro*, Captain TALBOT, will be despatched for the above Ports on TUESDAY, the 27th instant, at 5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers,
Hongkong, March 23, 1888. 405

TO LET—FURNISHED.
(From 1st April.)
TWO LARGE BEDROOMS, &c., with Large Public Room in one of the Best Houses on the Peak.

Apply to
MACEWEN, FRICKEL & Co.,
Hongkong, March 23, 1888. 494

SHIPPING
ARRIVALS
March 22, 1888.—
Lilliam, Hawaiian barque, 234, John Duncan, Honolulu February 1, Old Iron.—LONG LUN.

March 23.—
Polina, British steamer, 509, J. S. Roach, Tamsui March 20, Amoy 21, and Swatow 22, General.—DOUGLAS STEAMSHIP CO.

Borneo, Dutch steamer, 1,434, J. Wilkens, Amoy March 22, General.—JANSEN, MATTHEW & Co.

Danube, British steamer, 554, F. W. Phillips, Haiphong March 20, General.—A. R. MARX.

Amoy, British steamer, from Whampoa, *Wanderer*, British sloop, from a cruise.

Renader, British steamer, 1,331, R. W. Thompson, Bangkok March 10, Rice.—GIBB, LIVINGSTON & Co.

Vessels Advertised as Loading.

| Destination. | Vessel. | Agent. | Date of Leaving. |
|--------------------------------|-----------------------|-------------------------|------------------------|
| Batavia, &c., via Saigon. | Borneo (s). | Wilkinson. | March 24, at noon. |
| Havre, &c., via Calcutta. | Frederick (s). | C. Polle. | March 24, at 4 p.m. |
| London, via Suez Canal. | Stentor (s). | Christensen. | March 24, at 4 p.m. |
| London, and Ports of Call. | Ganges (s). | Milligan. | March 24, at 4 p.m. |
| Manila, via Amoy. | Zafiro (s). | E. Stewart. | March 27, at daylight. |
| Marseilles, and Ports of Call. | Island (s). | Talbot. | March 27, at daylight. |
| Nagasaki, Kobe and Yokohama. | Lombardy (s). | Bretel. | March 27, at daylight. |
| Nagasaki, Kobe and Yokohama. | Claymore (s). | Davies. | March 27, at daylight. |
| San Francisco, via Suez Canal. | City of New York (s). | Adamson, Bell & Co. | March 27, at daylight. |
| San Francisco, via Yokohama. | Belge (s). | Adamson, Bell & Co. | March 27, at daylight. |
| San Francisco. | Great Admiral. | J. F. Rowell. | March 27, at daylight. |
| Shanghai. | Amoy (s). | R. Kohler. | March 27, at daylight. |
| Shanghai. | Glengyle (s). | Duke. | March 27, at daylight. |
| Swatow, Amoy and Tamsui. | Devonport (s). | Jardine, Matheson & Co. | March 27, at daylight. |
| Sydney and Melbourne, &c. | Pokien (s). | Douglas Lafrank & Co. | March 27, at daylight. |
| Sydney and Melbourne, &c. | Rey. | Gibb, Livingston & Co. | March 27, at daylight. |
| Tientsin. | Catterburn (s). | Russell & Co. | March 27, at daylight. |
| Yokohama and Kobe. | Kwongsang (s). | Jardine, Matheson & Co. | March 27, at daylight. |
| | Olympia (s). | Siemens & Co. | March 27, at daylight. |

SHARE LIST.—QUOTATIONS.
MARCH 23, 1888.

| Stocks. | Nos. of Shares. | Value. | Position. | Per Cent. | Last Report. | Last Dividend. | Closing quotation, Cash. |
|---|-----------------|--------|-----------|--------------|-----------------------------|-----------------------------|--|
| Hongkong and Shanghai Bank Corp. | 60,000 | 125 | all | \$ 3,900,000 | \$ 20,935.51 at working a/c | 30 for 1 year to Dec. 31/87 | \$183 1/2 prem., sellers |
| North-China Insurance Co., Ltd. | 5,000 | 25 | all | 100,000 | 406,132.00 | Tis. 23.65 for 1886 | Tis. 270, buyers |
| Yongtak Insurance Company, Ltd. | 8,000 | 25 | all | 50,000 | 3,059,767 | 7% for 1886 | Tis. 108, sellers |
| Union Insurance Society Co., Ltd. | 10,000 | 25 | all | 675,000 | 314,012.96 | 7% for 1886 | \$874 nom. |
| China Traders' Insurance Co., Ltd. | 24,000 | 25 | all | 600,000 | 245,340.04 | 20% for annum | \$69 |
| Canton Insurance Office Co., Ltd. | 10,000 | 25 | all | 250,000 | 307,307.10 | 20% for 1886 | \$874 |
| Chinese Insurance Co., Limited. | 1,500 | 100 | all | 25,711.29 | 125,771.29 | 8% for 1886 | \$183 |
| Hongkong Fire Insurance Co., Ltd. | 20,000 | 100 | all | 1,500,000 | 25,243.30 | 6% for 1886 | \$325, sellers |
| China Fire Insurance Co., Ltd. | 20,000 | 100 | all | 650,000 | 172,031.93 | 6% for 1886 | \$19 |
| Singapore Insurance Company, Ltd. | 40,000 | 100 | all | 17,000 | 70,432.52 | 5% for 1886 | \$19, sales |
| The Straits Fire Insurance Co., Ltd. | 20,000 | 100 | all | 200,000 | 75,832.52 | 5% for 1886 | \$27, sales |
| The Straits Insurance Co., Ltd. | 30,000 | 100 | all | 200,000 | 75,832.52 | 5% for 1886 | \$27, sales |
| STEAMSHIP COMPANIES. | | | | | | | |
| H.K. & M. Steamboat Co., Ltd. | 40,000 | 2 | all | \$ 40,000 | 3,690.50 | 7% half year Dec. 31/87 | \$204 |
| Douglas Steamship Co., Limited | 20,000 | 5 | all | \$ 127,320 | 1151.13 | 8% | \$50 |
| Indo-China S. N. Company, Limited | 18,387 | 10 | all | 4,387.59 | 15% for 1886 | 15% dis. sales | |
| China and Manila S. Co., Ltd. | 3,600 | 50 | all | None | None | 10% prem., buyers | |
| MISCELLANEOUS. | | | | | | | |
| H.K. & Whampoa Dock Co., Ltd. | 12,500 | 125 | all | 1,901.92 | 104% for '87 | 31% prem. | |
| H.K. and China Gas Co., Limited. | 5,100 | 16 | all | 9,177.31 | 1,027.31 | 10% and 2 bonus for '84 | \$130 per share, buyers, fully paid up |
| New Shares. | 1,900 | 1 | all | 678.94 | 85 half year to 30/9/87 | 1185 | ex div., nominal |
| Hongkong Hotel Company, Ltd. | 3,000 | 12 | all | 12,781.53 | 6% for 1886 | 6% for 1886 | \$163 |
| China Sugar Company, Limited. | 15,000 | 19 | all | 43,600 | 60.15% for 1887 | 61 | buyers |
| Hongkong Ice Company, Limited. | 5,000 | 25 | all | 37,500 | 61.54% for 1886 | 1110 | ex div., nominal |
| Hongkong Bakery Company, Ltd. | 900 | 50 | all | 6,000 | 129,303.18 | None | \$424 |
| Luzon Sugar Company, Limited. | 7,000 | 100 | all | None | None | 18 | buyers |
| Persak Sugar Cultivation Co., Ltd. | 5,000 | 50 | all | None | None | 18 | buyers |
| Persak Tin Mining & S'ing Co., Ltd. | 5,000 | 50 | all | None | None | 18 | buyers |
| Punjom & S'ingha Dua Samatan Mining Co. | 40,000 | 10 | all | None | None | 12 | sales |
| H.K. & Kow. Wharf & Godown Co. | 17,000 | 100 | all | None | None | 1399, ex div. | |
| H.K. Rope Manufacturing Co., Ltd. | 8,000 | 50 | all | None | None | 849, sales | |
| A. K. Watson & Co., Limited. | 3,900 | 100 | all | 5,000 | 2,790.09 | 64% int. div. | |
| H.K. High-Level Tramways Co., Ltd. | 1,250 | 100 | all | None | None | 12% prem., nominal | |
| LOANS. | | | | | | | |
| Chinese Imperial 1884 s. | 8,568 | 500 | all | 8% | yearly, 30 June | 8% prem. | |
| " " 1884 s. | 3169 | 500 | all | 8% | yearly, 30 June | 8% prem. | |
| " " 1886 s. | 17,000 | 100 | all | 7% | yearly, 30 June | 8% prem. | |

* Equalisation of Dividend Fund.

† Depreciation and Insurance Fund.

‡ At debit.

DEPARTURES.

March 23.—
Dubarry, for Saigon.
Nemou, for Coast Ports.
Phra Chon Kiao, for Swatow and Bangkok.

CLEARED.
Sochoe, for Hailow and Pakhoi.
Meiow, for Shanghai.
Benavara, for Yokohama.
Amoy, for Shanghai.
Borneo, for Saigon.

PASSENGERS.
ARRIVED
Per *Lilliam*, from Honolulu, Mr James Lee, and 49 Chinese.
Per *Pokien*, from Coast Ports, 1 Sister of Charity, Mrs Peckon, Mr T. W. Daiby, and 187 Chinese.
Per *Borneo*, from Amoy, 931 Chinese.
Per *Danube*, from Haiphong, 3 Europeans, and 44 Chinese.

DEPARTED.
Per *Preussen*, for Shanghai: from Southampton, Mr Drew, Mr and Mrs Pain, Messrs Norton, Mason, G. H. Manthey and F. Gütberg; from Antwerp, Mr A. Delbeckkamp; from Hongkong, Mr A. Delbeckkamp, Messrs M. M. Mosses, B. R. Windall, G. E. Chisholm, J. A. Gubbay and Louis Wiener.
Per *General Warder*, for Yokohama: from Genoa, Dr. and Mrs. Diene, Capt. and Mrs. G. Gütberg; from Amoy, Mr A. Delbeckkamp, Messrs R. W. Schifer, James Clara, Master Oliva. For Higo: from Hongkong, Messrs H. Kennedy, A. C. Logan, and 13 Chinese.
Per *Phra Chon Kiao*, for Swatow, 100 Chinese.
Per *Nemou*, for Fochow, Mr Turner, Messrs Ping Shok, Choy, Fooksee and Sheung Hing Tang.

TO DEPART.
Per *Sochoe*, for Hailow, 12 Chinese.
Per *Meiow*, for Shanghai, 10 Chinese.
Per *Benavara*, for Yokohama, 1 European.
Per *Amoy*, for Shanghai, 10 Chinese.
Per *Borneo*, for Saigon, 501 Chinese.

SHIPPING REPORTS.
The British steamer *Pokien* reports: From Tamsui to Amoy, had strong N.E. wind and clear weather. From Amoy to Swatow, had light N.E. wind and dull weather. From Swatow to port, had light N.E. wind and pleasant weather, fresh breeze from 4 a.m. to port. In Amoy, steamer *Borneo*. In Swatow, *Pakshian*, Canton and *Chang Hock Kian*.
The British steamer *Danube* reports: Had fresh N.E. and easterly winds with moderate head sea from port to port. The Hawaiian barque *Lilliam* reports: At 3 p.m., February 1st, discharged pilot, fresh South wind; had South and S.W. gales for 10 days after leaving Honolulu; took N.E. winds in lat. 17° N., long. 165° W. 10 days out passed the date line; March 2nd, passed the date line; March 2nd, Ah. Cien, Chinese passenger, died of consumption; 7th March, passed within a mile of Assumption Island and Uraucana Island, could see nothing living on either of these Islands, could see smoke coming out on the North side of Assumption and lava running in the sea. Saw an alligator bearing west. Passed Assumption Island about 14 miles distant, had strong N.E. gale on the above date lasting for 30 hours; March 11th, passed within a mile of Douglas Rock, but could not see, don't believe it exists; had light N.E. wind from Douglas Rock to Ballantyne Island. Passed through Ballantyne Channel March 19th, had strong Easterly gales and heavy sea, March 20th, lasting for 10 hours; at 5 a.m., March 21st, sighted Breaker Point, light from N.E. wind and squally; at 6 a.m., March 22nd, took pilot on board abreast of Pedro Blasco. Have had moderate and variable winds the entire passage, have sailed on Parallel of 17° North, have passed islands and shoals marked on my chart, which I don't think exist; have brought 49 passengers on board, 5,440 miles by log, 5,438 by observation, had Northerly current the entire passage up to South end of Formosa, had no observation for 4 days before arrival, never saw any ship the entire passage. The British steamer *Renader* reports: Had light winds and fine to Paracels; thence to port fresh breeze.

POST OFFICE NOTICES.
MAILS will close:—
For SATON, SINGAPORE, BATAVIA, SAMARANG and SOERABAYA.—
Per *Borneo*, at 11.30 a.m., on Saturday, the 24th inst.
For SINGAPORE.—
Per *Decatur*, at 2 p.m., on Saturday, the 24th inst.
Per *Hesperia*, at 3.30 p.m., on Saturday, the 24th inst.
For KUDAT, SOERABAYA, MELBOURNE, SYDNEY, THURSDAY, FRIDAY, COOKTOWN, TOWNSVILLE, BRISBANE, &c.—
Per *Afghan*, at 4.30 p.m., on Saturday, the 24th inst.
For NAGASAKI, KOBE, YOKOHAMA, Per *Lombardy*, at 5 p.m., on Saturday, the 24th inst.
For HAIPHONG.—
Per *Danube*, at 5 p.m., on Saturday, the 24th inst.
For SWATOW, AMOY & TAMSUI.—
Per *Pokien*, at 5 p.m., on Saturday, the 24th inst.
For SAIGON.—
Per *Chou-chou-fou*, at 9 a.m., on Sunday, the 25th inst.
For SHANGHAI.—
Per *Amoy*, at 9 a.m., on Sunday, the 25th inst.
For YOKOH

The Paris correspondent of a contemporary writes:—Much sympathy is felt for the sufferings of the Crown Prince of Germany (the present Emperor); and his and his Princesses pass as being friends of France as much as they can consistently be. It is thus people are glad the operation of making a slit in the windpipe has succeeded. For adults the operation of tracheotomy is rare, and in the case of children it is only in the last stage of croup, when the child always keeps the silver air tube in his neck, and carefully renews the morsel of sponge imbibed with tepid water in the tube. The sponge serves to heat the air and performs the role of the larynx and nose before it passes into the lungs. The prince will not wholly have lost his voice; he must still be able to utter feeble cries. He may live in the state for some hours more. French fair ma, young virgents solicit sons by exhibiting their silver windpipe. One performer is an inhabitant at the annual fête of St. Cloud; near the Adam's apple part of the wind-pipe is the incision; healed round are the lips of the orifice; through and down the latter is inserted a silver tube too long to be in the windpipe, because it too has holes; it is by this the prince breathes and gains his living; he kneels on a morsel of carpet like a Mussulman at prayer, then draws out the tube from his windpipe, salutes and smiles; he places it back again, blows into it, and then by the upper holes executes an 'air' in every sense of the word. It is sickening to view all the same. I remember him since nine years—thus prince Louis saw the light. The poor prince lives at least no longer here. A doctor informs me that the disease of the prince is this; the larynx is covered with a series of excrescences or warts that blough off pellicles; when the latter accumulate, snowdrift-like, in the larynx they obstruct respiration, and if the way be not cleared, death follows from suffocation. The pellicles come from the membranes which line the windpipe, and are called *perichondritia*. It associated with this, there are other tumors—and rumour whispers such exist the operation—which is but a mechanical aid to breathing—cannot aid in their cure, hence the unknown.

A FRENCHMAN'S CHINA.
China: Its Social, Political and Religious Life. From the French of G. Tag. Simon. London, 1887.

M. Simon has written a very interesting work and has on the whole told his story in a charming style. There is rather a superabundance of high-sounding phrases, but that is, of course, pardonable in a Frenchman. The only great fault that can be found with the book is its title, which is altogether misleading. No one by reading this work will arrive at a faint conception of what the social, political and religious life of China really is. He may get some idea of what an ideal China would be and what the nation might become were all the precepts of its sages observed and were rites, customs and Government in conformity with their highest ideals. But, as far as existing real China is concerned, the descriptions given by the writer are as near the truth, as would be the description of a foreigner who deduces from his inner consciousness a history of the English people, after reading the Sermon on the Mount or the lives of some of our worthiest citizens.

The author is a Frenchman who about twenty years ago filled the post of Consul for France at Fochow and Ningpo. He seems during a stay of about ten years to have travelled over a part of China and to have become acquainted with one or two well-to-do farmer families. Throughout the work he speaks of conversing with the natives through an interpreter, which does not presume much familiarity with the language; while he himself confesses that his knowledge of literary Chinese is very limited and obtained through translations. On this slender basis of knowledge, and after ruminating on the subject for about twenty years in France, he has, with the help of a vivid imagination, constructed a work to convince the world that China is the foremost among the civilized nations of the world, and that her religious, social and political institutions are such as to secure, in a manner in which those of no other nation do, the greatest happiness to the greatest number. Chinese civilization, he declares, is much easier of comprehension than any other living civilization. 'Each and every part combines with the rest to form one harmonious whole.' 'An examination of its laws, customs, philosophy and agriculture, its arts and industries, has but one result, the absolute unity of humanity and the family.'

He commences by describing the 'Family,' and asserts that while European nations complain of the extent of their population and endeavour to restrain it by war and celibacy, the Chinese continue to multiply as if the earth were without limits. There is an element of truth in this. He overlooks, however, the great fact that the density of the population is due, not to the great freedom and comfort that prevail, but to the power of endurance possessed by the race, and the contentedness with which the people enjoy the barest means of subsistence. But although M. Simon's description of Chinese agricultural life is very misleading, there are no doubt many lessons which Europe may learn from the land system of China; and perhaps the richly-coloured pictures drawn in this work may set people thinking more readily than a narrative of dry facts. The cry of over-population in Europe is due, we must admit, to feudal land laws devised more for the protection of game than of harvest.

When M. Simon, however, goes on to speak of the political and religious state of the people he comes riot at all. Whereas France, he says, pays taxes at the rate of 90 to 100 frs. per head of the population, China only pays 3 frs. He has nothing to say of looting, and glides over the existence of import and export duties and the innumerable squeezes that are made in almost every town throughout the empire. Residents in the Far East will also be astonished to learn from M. Simon that the Chinese enjoy perfect liberty of association, absolute freedom of the press, of religion and of education; that every Chinaman can read, write, cast accounts and draw; that there is the greatest freedom of trade that could be imagined; that the Government is the most liberal that exists on earth; that there are only 25,000 to 30,000 officials for 500 millions of a population, and so on—statements for which one can find no softer term than false, utterly false. Any semblance of freedom that does exist is born of inertia. The Government in principle is of the most despotic character, but it is lethargic and often impotent, permitting or unable to repress cruel clan fights and internal disorders. The picture which M. Simon draws of the family court of justice, of the sublime ancestral worship in which the past and present, heaven and earth are merged in one grand sentiment—the sentiment of humanity—the equal dispensation of justice, of the schools attached to every family circle, where the children are taught respect for others, obedience to usages, humanity, justice and right feeling, is very beautiful indeed; but, alas, it is not real. The worship of ancestors whatever it may be in theory is little better than gross superstition in practice, to which the sublime idea of the unity of heaven and earth is as foreign as the conception of the nebular theory. Justice is oftener bought than righteously dispensed, and as to education his statements are far removed from the truth. It will no doubt seem stridently

effective to his countrymen ignorant of China to read, "This father punts pay for the poorer, and there is not a child in China who cannot go daily to school with more certainty than goes to the baker's"; but the point is taken out of the statement when it is known that seven-tenths of the population cannot read or write, and that the number of those who have been educated in any real sense of the word is very small indeed. Trade, instead of being free, as he asserts, is hampered in every conceivable way, and as much money is squeezed out of it as possible by the innumerable petty officials or hangers-on. Of the unity and solidarity, of which Mr. Simon talks so much, there is practically none. No national sentiment pervades the people. The members of one family may be knit together by a strong bond, but the tie that knits districts and provinces together, is a very feeble one. It is impossible to speak of solidarity in a country where family fights and clan struggles are common incidents.

Of course it may be easily imagined that one who has such a grand conception of the civilisation of China has but a very feeble opinion of Christian missions and their work. The author declares that he has gone through China and has not found a single case of infanticide—a statement which only shows that he must have travelled with his eyes shut. The Société de la Sainte Enfance is roundly abused in not very reverent language, and the Chinese institutions are declared to be much superior. The religion of China, inasmuch as it concentrates man's attention on the continuity of the race on earth, is held to be highly superior to the religion that diverts his attention to things of another world. With grandiose phrases such as man's responsibility for his own salvation and himself the maker of it, 'man victorious over death and oblivion,' 'the perpetual resurrection of humanity,' &c. &c., he goes on to discourse of the religion of the people; but his observations are so superficial and his reasoning so flippant that it is not worth while following him.

Even the Chinese marriage and betrothal customs find in Mr. Simon a defender. The effect of young girls being betrothed from childhood prevents, he thinks, that restlessness and waywardness observable in European countries; while the custom divorcés marriage of foolish sentimentality and makes it a practical concern. As to the deformation of ladies' feet; he says the custom is not nearly so prevalent as is supposed and is discontinued by the Empress. European machinery and inventions will make little headway in China. She does not require them. Yet, in another place we are told that there is not a corner of that vast empire where the products of Europe do not circulate freely. Respect for work and for human life is universal! There is no country in which the people are better off and taxation so moderate. Art and music are more widely spread among the people than in Europe. And so on for 207 odd pages, till one almost believes there must really exist such a China on the other side of the ocean, or that the writer has discovered such a land in some far-off planet.

The work concludes with a charming description of a rustic well-to-do family, where Mr. Simon was received with open arms and initiated into all the secrets of the domestic felicity. One cannot believe that the author has willingly written what he knew was incorrect, but one also cannot help coming to the conclusion that, after a few years' residence in France, the experiences he had gained while visiting his family had been transferred in the imagination into something far more idealistic than they really were. Frenchmen believe more in beauty of expression and poetical images than in accuracy, and we fear Mr. Simon has sacrificed much on this account. There may exist families in the interior of China enjoying the comfort and blessed with an approximation to the moral beauties that distinguished the Ouang Ming Tse family, but the world will demand more reliable evidence than that of Mr. Simon before it believes that such a condition of things is general throughout the land.

As we said at the outset, the story is told in a flowing pleasing style. It is interspersed with personal incidents that heighten the interest, and in drawing his parallel between Europe and China, he makes many pregnant remarks about the civilisation which has produced the boasted armaments of Europe, turned the land into a hunting ground and made the player of his kind a hero. But with all his beautiful imagery and idyllic pictures of China, we do not think he will convince the world that Tenbyson was far wrong when he wrote

Better fifty years of Europe than a cycle of Cathay.

CHINA AND MANILA STEAMSHIP COMPANY.

The fifth ordinary general meeting of the shareholders of the China and Manila Steamship Company was held at the office of the Company this afternoon. Mr. W. H. Forbes presided, and there were also present—Mr. B. Byramjee, F. Grimbale, R. R. Thomson, G. F. H. Potts, W. Shewan & J. H. Cox, E. George and R. Shewan (Secretary).

The Chairman said,—The report and accounts having been in your hands for some time past, they may, I presume, be taken as correct. I have very little to add to the report which is the most satisfactory one we have yet been able to lay before you. The Company is now on a sound basis, its property standing at a fair valuation. The steamers are also in thorough working order, the *Liamone* having only recently

undergone extensive repairs. Without any unforeseen accidents I hope to present you a fine motor car at the next meeting. Before moving the adoption of the report and accounts I shall be happy to answer any questions you have to put.

There being no questions, the Chairman moved that the report and accounts, as presented, be adopted and passed.

Mr. George seconded and the motion was carried.

The Chairman.—The only matter I have now to refer to is the Consulting Committee. You are aware that at present there is no Consulting Committee. The General Managers find that the general opinion is that the Consulting Committee is not necessary for so small a Company, but as a Committee is required by the Articles of Association, I will nominate gentlemen for a purpose, otherwise it will rest with the General Managers to find some one.

Mr. George proposed that the matter be left to the General Managers.

The Chairman.—Very good. If the shareholders are willing, I shall be glad to try and find some one. It is merely an honorary appointment.

Mr. Byramjee seconded Mr. George's motion, which was agreed to.

Mr. George then moved that Messrs T. Arnold and Jas. H. Cox be re-elected Auditors for the ensuing year. I do not know whether this is with or without fees. (Laughter.)

Mr. R. Shewan.—They will see to their own fees.

Mr. Potis seconded and the motion was carried.

The Chairman intimated that the dividend warrants would be ready on Monday.

THE CHINESE INSURANCE COMPANY, LIMITED.

The seventeen ordinary general meeting of the shareholders of the Chinese Insurance Company was held this afternoon at the office of the Company. Mr. St. J. Michaelson presided, and there were also present:—Hon. C. P. Chator, Messrs F. Dodwell, and J. B. Elias, Directors; and Messrs J. Goosmann, G. von Wille, S. J. Danby, A. S. Cohen, A. V. Vaneher, A. O'D. Gourdin, J. F. C. da Costa, shareholders; and Mr. Samuel J. Fowler, secretary.

The Chairman said:—The Report has been in your hands for some time and with your permission we will take it as read, which was the last annual general meeting of the Consulting Committee. I took the opportunity to express cheerful hopes in regard to the favorable development of the Company's affairs, and it is with so much more regret, as clearly pointed out in the report, that the Directors have to announce the Company's losses that have arisen out of the Working Account, 1886.

The loss in 1887 I regard to be very trifling in the accounts, but it may be hoped that the final winding up may be better. However, it must not be overlooked that the period under review has been a very trying one to many Marine Insurance Offices, the Hongkong and Shanghai being an extreme case. It is to be placed to an extraordinary loss, with a consequent reduction in the Company's assets, and consequently great number of claimants and consequent heavy losses. The S. *Scapell*, of which this Company owned about a third, was disposed of in January of this year, and the balance, as shown in the report, represents the net proceeds realized.

The Board, in view of the heavy losses, have been obliged to place to an extraordinary item, and your Directors are regarding this item, and your Directors are regarding their best, to reduce the other expenses of the Company as much as possible, and trust that the results of their labors in this respect, will appear in subsequent reports.

The investments of the Company, both here and in London, are good, and stand in the books at much lower than the present value. It is with great regret that I have to draw your attention to the deplorable deaths of two of my colleagues, Mr. Lee Tuck Cheong and Mr. J. A. dos Remedios, of whom we have lost two valuable members of the Board, and also the death of Mr. I. J. Housman, who for many years has been the auditor of the Company. With these remarks, I beg to propose the adoption of the Report and Accounts, and shall be happy to answer any questions that may be asked.

Mr. Gourdin seconded and the motion was carried.

Mr. Chator moved the confirmation of the appointment of Mr. L. W. Gladwin, Mr. St. C. Michaelson and Mr. F. Dodwell as directors.

Mr. Danby seconded and the motion was carried.

Mr. Goosmann proposed that the retiring directors Mr. J. B. Elias and Mr. Fung Tang be re-elected.

Mr. Cohen seconded and the motion was carried.

Mr. von Wille proposed that Mr. Thos. Arnold and Mr. H. U. Jeffries be re-elected auditors for the current year.

Mr. Vaucher seconded and the motion was carried.

The Chairman intimated that the dividend warrants would be ready on Monday, 2nd April.

On the motion of Mr. Danby a vote of thanks was passed to the directors.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
Before Hon. J. Russell, Acting Chief Justice, and a Special Jury.
Friday, March 23.

THE YU TSE WAI INSURANCE CASE.

The hearing of this case was resumed to-day, the jury being Messrs A. S. Garfit, J. H. J. H. Tripp, F. T. P. Foster, J. G. H. Smith, E. Mackintosh, D. Musso and D. L. L. L. L. L. The Attorney General (Hon. J. H. O'Malley) and Mr. Robinson, instructed by Messrs Dodwell and Wilkinson, appeared for the plaintiff; and Mr. J. C. Crocody, instructed by Messrs Wotton and Deacon, for the defendants.

The plaintiff was re-examined by the Attorney General, at considerable length, as to the state of his business at the time of the fire, with the view of showing that the loss was caused by the books were not properly looked after, and had been made for the interest on the capital at the rate of eight or nine per cent.

Several questions were put by the jury as to transactions said to have taken place under the Luk Kut Kung Sz partnership.

His Lordship remarked that it was a point for which the jury would have to satisfy themselves whether such a partnership existed at all.

Yu Man Hui.—I am the second son of the plaintiff and live in Canton. I am in the Hong Kong Shin On, which deals in hams, sea-bellies, oysters, wine, spirits &c. I pay and receive money. The shop belongs to my father and I am to be in charge of it. I have the book produced in that in which the entries are made. I know the book is kept regularly. I remember making payments to the Luk Kut Kung Sz. I see entries of my payments. I made the payments. The plaintiff is £1,500. It is made to Wong Kung Sz. It was paid in silver dollars. The next entry is on the 1st of May, 1886, £1,000 paid to the Luk Kut Kung Sz.

[illegible][illegible]

The prisoners were let down on the approach of the express train. His carriage was thus brought before the two closed barriers, and he saw only by the most superficial glance about him that he was able to raise one of them and at the vehicle off the track before the train passed by. One of the most marked features in his character has always been the total absence of fear, which was the principal or main point during the terrible days following his capture. He would keep himself back, and his noble bearing in leading his men was the chief cause of the hearty answer in which the Bavarians and South-Indian troops under his command forgot their reditory aversion to Prussia and so thoroughly co-operated with the Prussian soldiers.

"I am only here as your prisoner," said the Emperor, "and I have no desire to lose confidence and trust in God, shown lately during his last sore trial, when, after insisting on being told the truth respecting his terrible delay, the Crown Prince retired in solitude to pray, and then came forward to greet you physicians with the words, 'I commend myself to God.' He alone preserved cheerfulness in the gloomy time of this trying decision. He is now sustained by the prayers of his people, that a life so valued and cherished by all may be yet spared, to the welfare of his country. Surely if, as my wife maintained, a 'king' implies a 'prince,' not only can 'Uncle Fritz' save a prince's not only by birthright but by virtue."

'Mamma,' said Flossie, 'when I was a baby did anyone from heaven?' 'Yes, dear Harry.' And will I go to heaven? 'When I die?' Yes, I hope so. 'Well,' said Flossie, adorning herself in the mirror, 'I don't want they won't know me when I get checked.'—*M. Y. Sun*.

A poor Paddy, who was on his death-bed, and who was not quite reconciled to the journey before him, was consoled by a priest with the common observation, that it was only half-a-dozen miles. Why, honey, answered Paddy, 'that is the very thing that vexes me if I could do half-a-dozen times I would not mind it.'

I KNOW MY verse,' said a small Sunday-school scholar to his teacher one Sabbath, when it came to his turn to recite a verse from the Bible. 'It is a bully one, too; I'm so afraid some other fella' would say it like the top of his head the little boy shouted, 'Meany, meanly, tielod up his shin.' (Mine, mene, tebel upharin.)

Quotations.

HONGKONG, March 23.
PIU-M.—New Patna, cash... 480/482½
 " Old cash... "
 " New Benares, cash... 472½ to 475
 " Old cash... "
 " New Malwa, cash... 550/40
 Allowance, Teals... 3240
 Old Malwa, cash... 570
 Allowance, Teals... 1648
 Persian, Oily, cash 656/800
 Allowance, Teals... 10/32
 Persian, Paper, each ... 366
 " Allowance, Teals... 3248

Exchange.

HONGKONG, March 23.
London—
Bank, Wire, 3.04
 On demand, 3.04
 " 30 day's sight, 3.02
 " 60 months' night, 3.00
Credits, &c., 3.04
Documentary, 1 month's bill, 3.1
Paris—
On demand, —3.82
Credits, 4 months' sight, 790
New York—
On demand, 3.30
Credits, 60 days' night, 74¾
Bombay—
Wire, 220¼
On demand, 220¼
Calcutta—
Wire, 210¼
On demand, 220¼
Shanghai—
On demand, 72
30 days' sight, 72½
Dead Leaf, 100 fine..... 33.50
Foreign gold, \$6.54

Temperature.

taken at Messrs Falconer & Co.'s Premises,
Queen's Road.

BAROMETER—..... 30.10
Do. 1 p.m. 30.08
Do. 4 p.m. 30.00
BAROMETER—S.A.M. 64
Do. 1 p.m. 68
Do. 4 p.m. 67
Do. (Wet bulb) A.M. 61
Do. Do. 1 p.m. 63
Do. Do. 4 p.m. 58
Do. Maximum .. 69
Do. Minimum .. 63

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-PAY.

Barometer 30.01
Temperature 76
Humidity 66
Direction of Wind ENE
Force 4
Weather c
Hongkong Observatory, March 23, 1888.

CHINA COAST METEOROLOGICAL REGISTER.

MARCH 22.—AT 4 P.M.

| Barometer reduced to sea level, and 30° F. | Thermometer Temperature | Humidity | Wind Direction. | Force. | Weather. | Rain falling per inch &c. |
|--|-------------------------|----------|-----------------|--------|----------|---------------------------|
| Canton..... 29.95 | 33 | SE | 1 | e | — | — |
| Amoy..... 30.26 | 35 | ESE | 4 | a | — | — |
| Ningpo..... 30.36 | 36 | SSE | 2 | b | — | — |
| Anghai..... 30.13 | 01 | 77 SE | 2 | b | — | — |
| Amoy..... 30.06 | 67 | 89 SE | 3 | b | — | — |
| Hongkong 30.01 | 66 | 76 S | 3 | c | — | — |
| Amoy..... 30.06 | 67 | 90 SSE | 2 | c | — | — |
| Amoy..... 29.94 | 79 | SE | 2 | c | — | — |
| Amoy..... -0.95 | 90 | 64 SW | 3 | c | 0.12 | — |

MARCH 23.—AT 10 A.M.

| Barometer | Thermometer | Humidity | Wind Direction. | Force. | Weather. | Rain falling per inch &c. |
|-------------------|-------------|----------|-----------------|--------|----------|---------------------------|
| Canton..... 29.92 | 35 | 94 SE | 2 | o | — | — |
| Amoy..... 30.31 | 36 | F | 4 | a | — | — |
| Ningpo..... 30.31 | 36 | 87 SE | 2 | bf | — | — |
| Amoy..... 30.13 | 56 | 87 SE | 2 | bf | — | — |
| Hongkong 30.02 | 63 | 93 ESE | 4 | o | — | — |
| Amoy..... 30.10 | 67 | 90 N | 1 | c | — | — |
| Amoy..... 30.01 | 80 | SE | 2 | b | — | — |

The barometer has risen slightly in the night and gradients are moderate for E. weather. Cloudy and rather warm and damp rather prevail.

W. DOBBIDGE,
Government Astronomer,

HONGKONG OBSERVATORY, MARCH 23.

BAROMETER, reduced to 82 degrees Fahrenheit, to the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade in degrees Fahrenheit.

HUMIDITY, in percentage of saturation, the amount of air saturated with moisture being 100.

DIRECTION OF WIND, in two points.

FORCE OF WIND, according to Beaufort scale:

STATE OF WEATHER, by flag sky, clouds, drizzle, rain, fog, squalls, lightning, hail, snow, sleet, hoar-frost, rime, etc.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 4th April,
1888, at Noon, the Company's S.S.
IRAOUADY, Commandant BRENET,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m. Specie and Passes until 3 p.m. on the
3rd April, 1888. (Parcels are not to be
sent on board; they must be left at the
Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, March 22, 1888. 490

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
TRIESTE, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON AND PASSENGERS
AND CARGO.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON MONDAY, the 16th day of April,
1888, at 4 p.m., the Company's
Steamship *PREUSSEN*, Capt. C. POHLE,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above,
calling at Genoa.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Passes until 3
p.m. on the 15th April, 1888. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, March 20, 1888. 464

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned, having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

THE Undersigned, AGENTS of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

NOTICE.

THE MAN ON INSURANCE COMPANY
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to ac-
cept MARINE RISKS at Current
Rates on Goods, &c. Policies granted to
all parts of the World payable at all of its
Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, December 2, 1887. 2349

QUEEN FIRE INSURANCE COM-

PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL
THEORETICAL AND POPULAR
ASPECTS.

BY
ERNEST J. HUTCH, Ph.D., Tutor,
TRINITY COLLEGE, CAMBRIDGE.

Price, \$1.50.

LANK CRAWFORD & Co.

Hongkong, August 20, 1884.

Intimations.

WINTER TIME TABLE.

THE KOWLOON FERRY.

MORNING STAR.

Runs DAILY as a FERRY BOAT between
Peddar's Wharf and Tsim-Tsa-Tsui at the
following hours:—This Time Table will
take effect from the 17th October, 1887.

| WEEK DAYS. | SUNDAYS. |
|---|---|
| Leave Kowloon 8.00 A.M. 8.30 A.M. 9.00 A.M. 9.30 A.M. 10.00 A.M. 10.30 A.M. 11.00 A.M. 11.30 A.M. 12.00 P.M. 12.30 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 4.30 P.M. 5.00 P.M. 5.30 P.M. 6.00 P.M. 6.30 P.M. 7.00 P.M. | Leave Tsim-Tsa-Tsui 7.00 A.M. 7.30 A.M. 8.00 A.M. 8.30 A.M. 9.00 A.M. 9.30 A.M. 10.00 A.M. 10.30 A.M. 11.00 A.M. 11.30 A.M. 12.00 P.M. 12.30 P.M. 1.00 P.M. 1.30 P.M. 2.00 P.M. 2.30 P.M. 3.00 P.M. 3.30 P.M. 4.00 P.M. 4.30 P.M. 5.00 P.M. 5.30 P.M. 6.00 P.M. 6.30 P.M. 7.00 P.M. |

There will be no launch on Monday
and Friday on account of coaling.

The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
due notice will be given of any stoppages.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure
of each ENGLISH and FOREIGN MAIL
Steamer for Europe. Formerly the Over-
land issue was published fortnightly; but
as it was deemed of special importance that
a weekly badge of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their perusal, will welcome the
change. The *Overland China Mail*, now a
weekly compendium of news from the Far
East, contains special Commercial in-
formation, special tables of Shipping, and
other information. The various Reports of Courts
and Meetings, and all other news, are given
in full as they appear in the Daily issue.

The attention of Advertisers is directed
to a weekly newspaper, which is circulated
among old China hands and others, both
at home and in the Far East, who do not
take the daily journals.

The *Overland China Mail* will be regularly
posted from the China Mail Office to sub-
scribers, on their addresses being forwarded
to us.

SUBSCRIPTION:
Per Annum, \$12.00, postage, \$1.00
Quarterly, 3.00
Single Copy, 0.30.

China Mail Office, Hongkong.

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'This number contains several articles
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'The China Review for September-October
fully maintains the high standard of
excellence which characterises that pub-
lication, and altogether forms a very in-
teresting and readable number. Me-
teorologists will find an interesting and
valuable contribution by Dr. Fritzsche,
on "The Amount of Precipitation (Rain
and Snow)" showing the results of
observations made at the Imperial Rus-
sian Observatory at Peking from 1841 to
1880. "Notes on the Dutch Occupation
of Borneo," by Mr. G. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of "The Divine Classic
of Nan-Hua," and the Notes and Queries
are as usual very interesting.'—*North-China
Daily News*.

A substantial and reliable Review which
all students of China and the Chinese would
do well to patronise.'—*Chrysanthemum*.

'The November-December number of
the China Review contains less variety than
usual, but the few articles are very inter-
esting. The opening paper by Mr. Herbert
A. Giles on "The Chinese Empire," is
one of a series of papers which must neces-
sarily be of great importance in the eyes
of all missionaries. Mr. E. H. Parker's
"Short Journeys" in Szechuen are
continued, and a goodly instalment of
these travels in the interior of China is
given. Mr. F. H. Balfour contributes a
paper of some length entitled "The Em-
peror of China," which will be read with
interest by students of Chinese history.
A few short notices of New Books and
a number of Notes and Queries, one of which
"On Chinese Oaths in Western Borneo
and Java" might appropriately have been
placed under a separate heading, complete
the number.'—*U.K. Daily Press*.

'The Review's Original Record contains the
following notice of the China Review:—
The present publication, judging by the
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, some what similar
to that which has been filled in India by the
Calcutta Review. The great degree of at-
tention that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, has led to
the accumulation of important stores of infor-
mation, rendering some such channel of pub-
licity as is now provided extremely desir-
able, and contributions of the kind neces-
sary may fairly be looked for from the mem-
bers of the foreign consular services, the Chinese
Customs' corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the Review by papers highly
creditable to the respective authors.
Some translations from Chinese novels and
plays are marked by both accuracy and fresh-
ness of style; and an account of the career of
the Chinese poet-statesman of the eleventh
century, Su Tung-p'o, by Mr. E. O. Bowra,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
articles of new books relating to the
subject of the East, which will be a useful fea-
ture of the Review, we are glad to notice that
"Notes" and "Queries" are devoted to
find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the China Review
may resolve the support necessary to insure
its continuance.'

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, and is marked as follows:

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the middle of the Harbour M.

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From Kellert's Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

| Vessel's Name. | Size. | Captain. | Flag and Reg. | Tons. | Date of Arrival. | Consignees or Agents. | Destination. | Remarks. |
|-------------------|-------|--------------|------------------|-------|---------------------|----------------------------|------------------------------|---------------------------|
| Steamers | | | | | | | | |
| Afghan | 9 | Ray | Brit. | str. | 1439 | 18 Gibb, Livingston & Co. | Shanghai | Coast Dock 25th inst. |
| Amoy | 9 | Kohler | Brit. | str. | 815 | 23 Siemens & Co. | Shanghai | Ab'den Dock 25th inst. |
| Angers | 10 | Pinkham | Brit. | str. | 3185 | 18 Butterfield & Swire | Yokohama & Kobe | To-morrow To-morrow |
| Anton | 9 | Aeroboe | Ger. | str. | 396 | 19 Wieler & Co. | Sourabaya | To-morrow To-morrow |
| Benlawers | 9 | Webster | Brit. | str. | 1613 | 21 Gibb, Livingston & Co. | Sydney, &c. | 26th inst. |
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| Visayas | 9 | Ajubita | Span. | str. | 406 | 11 Chinese | K'loon Dock | To-morrow |
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